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FIRE, MARINE AND LIFE.

Home, Fire, of N. Y., assets, \$6,125,000 00

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W. H. SCOTT, N. G.

H. J. MINER, Sec'y.

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Can be found at the office of Smith Bros., Cheboygan, Mich.

Designs for Buildings of all kinds furnished on short notice.

MACKINAC HOUSE,

MACKINAC ISLAND MICHIGAN.

Mrs. D. Carson, Proprietress.

This house is pleasantly located near the steamboat landing. First-class in every respect. Special terms to summer tourists. Application by correspondence.

SPENCER HOUSE,

Cheboygan, Mich.

Within three minutes walk of the steamboat docks.

CHEBOYGAN, MICH.

E. GALLAGHER, PROPRIETOR.

This well-known house has added to its accommodations for guests two large Sample Rooms, and twenty first-class Guest Chambers, and no trouble, or expense, will be spared to make it the best hotel in Northern Michigan.

DOUGLASS HOUSE,

Cheboygan, Mich.

This house is pleasantly situated on the banks of the Cheboygan river, commanding a fine view of the straits.

First Class in Every Respect. Terms, \$2 to \$2.50 per day.

J. S. DOUGLASS,

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CASS HOUSE,

Corner of Third and Water Sts., Cheboygan, Mich.

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Good Board—Good Rooms—Reasonable Prices.

GRAND CENTRAL HOTEL.

Main St., CHEBOYGAN, MICH.

First Class in every respect.

L. MILLS, Proprietor.

This house is just finished and is newly furnished throughout. Good accommodations for the traveling public. Good rooms and reasonable prices.

HUMPHREY & PERKINS,

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3,000 Acres of first class farming lands in Cheboygan county for sale.

MEDARD METIVIER,

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Office hours from 9 o'clock A. M. to 12 M., and from 1 o'clock P. M. to 4 P. M., for entering and recording deeds or other instruments, to be paid for when the same is left for record.

LANDS FOR SALE.

2,000 Acres Selected Especially for Farming Purposes and two Improved Farms.

Will be sold at low rates. Small payments down, balance to suit purchasers. Also about 2,000 acres pine lands.

Supply Cheboygan, Mich.

SHEPHERD & FIFE,

Attorneys at Law and Solicitors in Chancery.

Office, Main street. CHEBOYGAN MICH.

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FOR MEN'S AND BOYS'

BOOT PACS!

GO TO

J. M. Zorn's

BOOT AND SHOE STORE.

MULLET LAKE EXCHANGE,

Head of Mullet Lake, opposite Indian and Pigeon Rivers.

HERMANN L. KOEHLER, Propr.

First-class accommodations at reasonable rates. Excellent fishing and sailing. The steamers City of Cheboygan, Northern Belle and Valley Queen stop at this house regularly. First-class dinners only 40 cents. Those of my friends wishing to see the new Mullet Lake House will be taken over free of charge and given ample time before the departure of the boats.

Strayed.
From the premises of J. B. McArthur a dard red heifer 18 months old, small horns slightly turned in. Any person giving information as to her whereabouts will be paid for trouble and expenses. J. B. McARTHUR, Nov. 27.

A LARGE STOCK OF FINE MILLINERY!

JUST RECEIVED,

Consisting of Plushes, Satins, Velvets, Ribbons, Flowers, Feathers, Laces, Buckings and Ornaments.

BEAUTIFUL TRIMMED HATS!

OF THE LATEST STYLES.

Fashionable Dress and Cloak Making.

MISS MELLIE SMART,

First Door South of Grand Central Hotel.

A. L. FEXER.

SEE MY STOCK OF BOOKS!

That elegant line of

Silk Velvet Frames!

Those beautiful Photo and Auto-graph

ALBUMS!

Those Superb Cases of

FINE STATIONERY

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Before making your selections for

Holiday Presents.

A. L. FEXER,

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Opposite the Postoffice.

JUST RECEIVED!

Another new supply of

QUICK-TRAIN WATCHES,

JEWELRY, SILVERWARE

AND CLOCKS

At SMYTH & CO'S.

BOWELL BLOCK, CHEBOYGAN.

NORTHERN TRIBUNE.
SATURDAY, NOVEMBER 27, 1880.

The Black River Steamboat Navigation Company.

The stockholders of the Black River Steamboat Navigation company held a meeting last Tuesday night and we regret to say, concluded to abandon the enterprise, at least for the present, and the treasurer was authorized to return to the stockholders the assessments they had paid in.

It will be remembered that a few persons subscribed liberally to the stock just in time to secure the appropriation of swamp lands made by the state. This was done in the expectation that others who were interested in having the work go on would come forward and subscribe to aid in completing the work. This has not been done although there are parties as much interested as any of those who subscribed liberally, and more than most of them. The subscribers to the stock, did not feel inclined to double up on their stock, which would have been necessary in order to have completed the improvement.

The TRIBUNE has taken a deep interest in this matter, believing it to be one of the most important projects for the future benefit of this section that could be carried out, opening up, as it would, a vast territory of some of the best farming lands in the state, and which without it are of but little comparative value, as there is no way by which access can be had to the lands without this improvement made. It is to be hoped that the project may again be revived and the work yet be done at an early day.

Tax Titles.

The State Supreme Court has recently rendered a decision in relation to the validity of deeds from the state, under a sale for delinquent taxes that is of the utmost importance to all who hold such titles and also shows the importance of supervisors complying strictly to the requirements of law in making their assessments and in making out their rolls. The court holds, among other things, that the omission from the supervisor's certificate to the assessment roll of the words: "and not at the price it would sell for at forced or auction sale," is fatal to the assessment and invalidates all titles that may be acquired from tax sales under it. The words omitted were not in the old forms for such certificates, but have been added by the legislature in order to insure the assessment of the land at its full value and not at a nominal value, as was formerly the practice. The court also decides that an assessment is void when it includes an unauthorized or excessive item, such as a levy for highways amounting to eight mills per centum upon the aggregate valuation of the property of the township when the statute limits the amount to five mills per centum. Under this decision an assessment either above or below the actual valuation of the land is not binding, and the payment of taxes under it may be successfully resisted.

Sinclair and the Indian.

The Chicago Inter Ocean is responsible for the following story about Capt. Si Sinclair, who is well known in Cheboygan: "Captain Si Sinclair, of the steam-barge Davidson, found a skunk in his cabin at St. Helena and was horrified, as he had a perfect right to be. No one will blame him. He sought out old Indian Newton and found him—as he supposed. But it turns out that it was old Sarah Van Epps, in disguise—an old squaw who assumed the name, some years ago, of a most estimable civilized lady. The old bogan-Sarah is jealous of Newton and, in order to hurt him, she told Captain Sinclair it was going to be a cold winter. Her language was: "When skunk move into settlements it signs cold winter." Captain Sinclair wanted to bring Sarah to Chicago as a pilot, but she wouldn't have it. This is a fact."

The Week of Prayer, 1881.

The United States branch of the evangelistic alliance has issued the following programme of prayer for the first week of the new year, January 2-9:

January 2.—Theme: Christ the only hope of a lost world.

Monday, 3.—Thanksgiving for the blessings, temporal and spiritual, of the past years, and prayer for their continuance.

Tuesday, 4.—Humiliation and confession on account of individual, social and national sins.

Wednesday, 5.—Prayer for the church of Christ, its unity and purity, its ministry; and for revivals of religion.

Thursday, 6.—Christian education: Prayer for the family Sunday schools and all educational institutions; for young men's Christian associations and for the press.

Friday, 7.—Prayer for the prevalence of justice, humanity and peace among all nations; for the suppression of intemperance and Sabbath desecration.

Saturday, 8.—Prayer for Christian missions and the conversion of the world in Christ.

Sunday, 9.—Theme: On the ministration of the Holy Spirit.

AMONG THE ICEBERGS.
The Cruise of the Corwin in the Polar Seas.

WASHINGTON, Nov. 14.—Captain C. L. Hooper, of the United States revenue steamer Corwin, has just submitted to the Secretary of the Treasury a report of the cruise made by the Corwin in Behring Sea and the Arctic Ocean, in obedience to department orders of May 15 last. The vessel made three trips into the arctic regions, and its course covered the whole of the Arctic Ocean, from Point Barrow, on the American coast, to a point within twenty-five miles of Wrangell Land.

Captain Hooper was within three or four miles of Herald Island, and cruised on three sides of it. The vessel sailed from San Francisco on May 3. As far north as information could be obtained it was found that the previous winter had been mild and pleasant. After taking in a supply of coal and fitted out the crew with warm clothing, the Corwin sailed on June 8, and arrived at St. George Island on June 9, and thence went to the island of St. Paul.

THE VOYAGE.

After giving in detail the movements of the vessel, and the trouble occasioned by the heavy ice, the report refers to getting under way from St. Michael's on June 25, with the hope of working north inside of the ice on the Arctic side, and says stops were made at St. Lawrence Island for the purpose of investigating the reports of deaths of natives by starvation. At the first village about fifty had died; at the second, fifty-four dead bodies were counted, and it is estimated that there were 150 who died at this village. At the third village twelve dead bodies were found, and the number of deaths are estimated at thirty. At the fourth settlement there were found thirty alive. It was ascertained that 200 had died there. This general starvation occurred last winter. Captain Hooper estimates that more than 400 natives died of starvation on this island. The cause he attributes to the continued cold and winter weather, which quantities of ice and snow, which prevented hunting walrus and seal, together with the improvident habits of the natives, whom he speaks of as being perfect slaves to rum. They will leave anything they possess to procure it, and remain drunk until it is gone. A more horrible state of affairs cannot well be imagined than now exists on this island and will continue until some active measures are taken by the government to remedy it.

NO LIFE ON HERALD ISLAND.

The report goes on to speak of the attempts of the Corwin to reach Herald Island. On the 2d of August the vessel managed to get within three or four miles of the island, when it was stopped by ice from twelve to forty feet high. A close examination was made of the island with a glass while the Corwin lay to near the Cape Wankarem, says there were no human inhabitants on it. He states it is his opinion that the ice around Herald Island was old; that for two or three years at a time it does not leave the island free, and that the ice rarely breaks up between Herald Island and Wrangell Land. On August 25 the Corwin reached Point Barrow, which is the most northern point of the United States, and was about seventy-five miles of being the most northern point of the continent. The report continues:

On the 11th of September we saw the high hills of Wrangell Land. We were distant from it until we came to the solid pack, the ice having the same general appearance as that we had previously encountered in the vicinity of Herald Island, except in being covered with newly fallen snow. The land was consequently white. We judged the land to be about twenty-five miles away. The highest hills, which seemed to be more distant, were covered with snow; others were partly covered, and still lower ones were almost entirely bare. That part of Wrangell Land which we saw covered an acre of the horizon of about fifty degrees from N. W. 1/4 N. to W. 1/4 E., and was distant from the Corwin about 25 miles. The gap between the land and the Corwin bearing to thirty-five or forty miles on the latter. On the south were three mountains, probably 3,000 feet high, entirely covered with snow, the central one presenting a conical appearance and the others showing round tops. To the northward of these mountains, those near the sea being lower and nearly free from snow, while the higher, which probably reached an elevation of 2,000 feet, were quite white. To the north of the northern bearing given, the land ends entirely, or becoming very low. The atmosphere was very clear, and the land could easily have been seen above the horizon within a distance of sixty or seventy miles, but none could be seen from the masthead. There is a report that Sergeant Andrew, a Cossack, reached this land in 1753 by crossing over from the main land on the ice with dog teams, and that he found it inhabited by a race of nomads called "Grabaluk." This report, however, is possibly without foundation.

THE JEANETTE'S POSSIBLE DISCOVERY.

Admiral Wrangle, who was the first to report the existence of this land, says: "We endeavored to collect from the Indians, who were called 'Kolymsk' all the information they could give in relation to the country, and everything that was remembered among them respecting early travelers having any bearing on the subject. They knew of a great number of the three officers who were here in 1761, but could tell us very little about Sergeant Andrew, who was here only five years before, in 1762. They had learned generally that he had been to the Indegirka and afterwards to the Bear Islands, but were ignorant of his supposed discoveries which were included in our most recent charts, and when we spoke of a land called the Bear Islands and traces of a nomad race in that direction, they treated it as a fable. Some of their own people had accompanied Andrew on that journey; how then could the existence of a large inhabited land have been either unknown or forgotten among them?" I mention this not to prove that Wrangle Land is not inhabited, but to show if the arctic exploring steamer Jeanette has been fortunate enough to reach that country, as we have reason to suppose and to hope, she is the first to do so, and her brave officers and crew should have credit for it. Wrangle himself did not even see this land. He made his report of its existence from information obtained from the natives at Cape Jochan that on very clear days the tops of high mountains could be seen to the northward. I am of the opinion that Wrangle Land is a large island, possibly one of the chain that passes entirely through the polar regions to Greenland. That there is other land to the northward there can be no doubt.

A CONTINENT IN THE ARCTIC.

A large number of geese and other arctic birds pass by the Bay of Chukchi in large numbers in spring, and August and September with their young. As it is well known that these birds breed on land this fact must alone be regarded as a strong positive of the existence of land in the north. Another reason for supposing that there is either a continent or chain of islands passing through the polar regions is the fact that notwithstanding the vast amount of heat diffused by the warm current passing through Behring's Straits, the icy barrier is from 6 1/2 to 8 degrees further south on this side than on the Greenland side of the Arctic Ocean, where the temperature is much lower. The Tchukchee have a number of legends in regard to some of these people having left the mainland and crossed over the ice to a "great land" further north; also of herds of reindeer having crossed over from the north. There may or may not be foundation for these legends. As already stated, the nearest point of this land was fully twenty-five miles within the ice-pack, and as the new ice had already commenced to form and there appeared no possibility of reaching it, even to remain in sight of it was to expose the vessel to great danger of becoming embayed in the ice, as the large quantity of drift ice which lay outside of us was likely to close in at any time and compel us to remain in the pack all winter. We therefore worked out to clear water and headed to eastward under steam and sail.

THE MISSING WHALERS.

Having visited every part of the arctic that was possible for a vessel to reach, penetrating the icy regions in all directions fifty to one hundred miles further than any vessel had ever penetrated, without being able to find the slightest trace or gain the last tidings of the missing whalers, we were forced to the conclusion that they had been crushed and carried north in the pack ice, and that their crews had perished. The fate of any of the whalers who were found, either by the "Corwin" or by some of the whalers, all of whom were on the lookout for them during the cruise, was thought possible that crews might have escaped over the ice and reached Herald Island, but a sight of the perpendicular sides of that most inhospitable looking place soon banished even this small hope.

The report goes on to argue that the Jeanette, although not heard from, is safe, and expresses no fear for the safety of the crew, as they could easily reach the main land should they abandon the vessel.

Extension of the Northern Pacific.

ST. PAUL, November 15.—General Manager Sargent and the party of gentlemen who accompanied him to the end of the Northern Pacific track to witness the ceremony of driving silver spikes into the ties at the point where the line of the road crosses the boundary between Dakota and Montana returned to this city this morning. This interesting occasion attracts public attention conspicuously to the rapid progress lately made by this Northern Pacific. This railroad, which only a few years ago started out from the city of St. Paul, is now a bold northwestern settlement in its old march across a continent, of track less wilderness, has accomplished nearly half its journey, and penetrated more than 500 miles into the country where the main land should they abandon the vessel.

It is the plan of the company to build about 200 miles more next season, and to continue the construction at this rate until the road is completed to the Pacific.

The gaps which now remain to be closed are only about 800 miles, of which about 600 miles is the breadth of Montana. For a good part of this distance the road follows a route of valleys and lowlands, and the construction will not be particularly difficult. The point of difficulty here will be the crossing of the Rocky mountains, near the Idaho line, and the crossing of a mountainous plateau that further south, on the line of the Central Pacific, beyond the mountains is Lake Pend Oreille, from which point a section of the line is completed to Walla Walla, on the Columbia river. The gap between the Pacific and Puget sound, about 200 miles, over the parallel and broken ranges of the Cascade mountains, is the most difficult of the whole construction, and will probably be the last completed.

The company has not confined itself for the last year to the construction of its main line, but has built some important feeder lines. It has been pushed northward from Casselton, in the Red River valley, 45 miles which, it is thought, will ultimately be carried northwestward into the British possessions. A line has been surveyed from Fargo, southward, into the fertile valley of the James river. Still another line is proposed from Bismarck southward to the Black Hills. The most important of the subsidiary construction of the Northern Pacific, however, is an extension of the main line eastward from Duluth, along the south shore of Lake Superior to the Montreal river. This was practically resolved upon at the late meeting of the directors in New York, though the matter was referred for the elaboration of the details of the plan to a committee consisting of representatives of the Northern Pacific and of various roads in the northern peninsula of Michigan interested in the extension. The entire scheme embraces the building of a line from Duluth to the Saint Ste. Marie to give the Northern Pacific a connection with the Canadian system of roads, and through them with the sea-board.

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IMMIGRATION.
The Appointment of a Commissioner of Immigration—The Work, Advantages and Probable Results of such a Department of State—A Proper Subject for Legislative Action.

To the Editor of the Post and Tribune.

Will you allow me a brief space in your columns that I may call the special attention of the incoming Legislature to a subject which has engaged my thoughts somewhat of late, and which may possibly be considered of such importance by our excellent Governor-elect that he may make a recommendation concerning it in his inaugural address? I refer to the establishment by the state (temporarily perhaps) of some bureau or some agency, through which the attention of the many in the east and elsewhere, who are looking for new homes for themselves and their families, shall be specially directed to the great advantages and strong inducements which Michigan offers. I verily believe that thousands who have lived in this state for years scarcely know as yet how to appreciate this great state, with its bracing climate, its variety of soils, its abundant fruitage, its cheap lands, its splendid educational privileges, its constantly increasing railroad facilities, its nearness to markets, and its undeveloped resources. And if the citizens of Michigan are ignorant of many of these things it is not singular that those who are strangers here should know little or nothing of them.

No one can have read the newspapers of the past year or two and noticed what an exodus there has been of settlers from Canada and the eastern states westward (to say nothing of European arrivals) and not conclude that there must be on the part of thousands of people a restless feeling and an earnest desire for something better and brighter than their present surroundings. Not long ago I talked with a man from western New York, who told me that in his immediate vicinity there were a dozen families who desired to turn their steps westward, and he was then, as a sort of an advance guard, looking around in Michigan to learn what he could about our lands, and the inducements offered for settlement here. Only yesterday I met in a real estate office a man who, after looking carefully over a large map of this state, made inquiries for some "cheap farming lands," and it was soon learned that he had just returned from Kansas, where, after making an earnest but futile effort for some years to obtain a living, he had lost some thousands of dollars, through failure of his crops, on account of drought and other causes, and now with the little remnant of his fortune and his little family around him, he designed to secure, if possible, somewhere within the borders of this favored state, 40 acres of cheap land, on which to commence anew his farm life. He was not wholly ignorant of the advantages that Michigan offers, for he had once lived here, and when Kansas failed him he was not long in deciding where to locate, and in this as well as the other there are several other families—relatives and friends from Pennsylvania—to follow, and as he shall decide on a new location, in both these cases it was through the knowledge, that these men had in some way obtained, of the superior advantages which this state offers, that they had been induced to look back with reference to locations for themselves and others. And so, in many quarters, there is a desire to know "where farming pays best," and then follows the determination to strike for that locality.

But how shall the people looking for homesteads obtain this knowledge? How learn that for one hundred dollars they may here secure an undisputed title to eighty acres of rich farming land, and by paying a sum nearly as small, acquire a state where an hundred years if they desire in which to pay the balance? How learn the value of crops in Michigan as compared with other states? With none to teach them, what can they know about our climate, our timber, our minerals, our soils, our water,